THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a)Yes, Sir.

(b) Sky Marshals are deployed on all domestic routes of scheduled airlines operating in India at radom basis, but not on every flight.

(c) The following other security measures have been taken, *inter alia,* to strengthen security at the airports in order to prevent hijackings and other unlawful interference with civil aviation operations:—

(i) Deployment of Central Industrial Security Force (CISF) at all operational airports in a time bound manner.

(ii) Deployment of Quick Reaction Teams at major airports.

(iii) Strict access control, including mandatory ladder point security check of passengers and their hand baggage.

(iv) Security audit of airports, followed by necessary action for further strengthening of security arrangements.

Small Aire rafts

142. SHRI SURESH PACHOURI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of small aircrafts under operation with different agencies in the country with year of manufacture/acquisition by the agency;

(b) whether Government have set up a high level Committee to look into acquisition, manitenance and operation of small aircrafts; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) The information is being complied.

(b) and (c) A Committee was constituted under the Chairmanship of Joint Secretary in this Ministry to look into these aspects. The Committee has since submitted its report which is under examination.

Streamlining of 1A

143. SHRI RAMA MUNI REDDY SIRIGIREDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines is heading for loss;

(b) if so, the reasons analysed for incurring loss; and

(c) the action proposed to streamline the organisation?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) and (b) The company had earned profits during the last three financial years from 1997-98 to 1999- 2000 as indicated below:—

Year	Net Proft (Before Tax) (Rs. Crores)
1997-98	47.27
1998-99	14.17
1999-2000	51.42

As per the Budget Estimates prepared by the Company for the year 2000-01 in December 1999, Indian Airlines had projected a net profit of Rs. 28.75 crores. Subsequent to the Budget approval in December, 1999, due to steep rise in various input costs, the Revised Estimates for the year 2000-01 reflected a net loss of Rs., 177.25 crores. The actual loss, as per the Annual Accounts for the year 2000-01 (provisional), is a lower net loss *i.e.* Rs. 159.17 crores. The losses due to external factors and beyond the control of Indian Airlines were due to the following:—

There were two successive hikes in Aviation 1\irbine Fuel prices during the year 2000, as a result of which the average price per Kiloliter of Aviation Turbine Fuel (ATF) went up from Rs. 15,180/- to Rs.22,500/- a staggering increase of around 48% resulting in an additional outgo of Rs. 231/- crores on Indian Airlines and Rs. 61/- crores on Alliance Air, its subsidiary during the fiscal year 2000-01.

In the aftermath of Kathmandu hijack in December, 1999, the Ministry of Civil Aviation decided that Sky Marshals should travel on security sensitive flights of Indian Airlines, and that Indian Airlines should bear this expenditure. Expenditure on this and other related security enhancement requirements has been Rs. 10/- crores during 2000-01. During the period under review Sky Marshal did not travel on flights of any other scheduled domestic airlines.

Ministry of Finance imposed a duty of 3% on import of aircraft, leased or purchased, which had an additional burden of Rs. 8/- crores on import of two leased Airbus A-320 aircraft by Indian airlines.

Cochin has build a new private airport at Nudumbassery. Air India has

been given the sole concessionaire rights from May, 1999 for handling flights of all airlines. Prior to this, Indian Airlines used to operate to the Naval airfiled at Cochin where it used to handle its own flights. This change caused an additional outgo of Rs. 10/-crores.

In the aftermath of a hard landing of an A-320 Aircraft at Yangoon in October, 1999, hijack of Airbus A-300 from Kathmandu 10, December, 1999, and accident of boeing 737 aircrfaft at Patna in July, 2000, the reinsurance market raised premium payments of Indian Airlines by USD 3 milion (Rs. 14 crores) in October, 2000.

The exchange rate of one US dollar increased from Rs. 44/- to Rs. 47/- during the year.

The additional outgo in view of the above factors was in excess of Rs. 300 crores. If this unforeseen outgo had not to be borne by the Company, it would have ended the year with good profits.

Due to a pro-active and focussed marketing approach, the Company registered considerable improvement in the various physical parameters of performance. Capacity Production, in terms of Available Tonne Kilometers (ATKMs), Capacity Utilisation, in terms of Revenue Tonne Kilometres (RTKMs) number of passengers carried and Load and Seat Factors Indian Airlines registered an improvement in spite of highly competitive market scenario.

Physical Performance

	2000-01	1999-2000
ATKMs (Millions)	1153.684	1120.926
RTKMs(Milions)	777.342	740.285
Passengers carried (Millions)	5.99	5.93
Load Factor (%)	67.4	66.0
SeatFactor(%)	653	64.0

In line with the physical performance, the operating revenue also during 2000-01 increased by 6.88% over corresponding figures of previous year (Rs. 3793.34 crores during 2000-01 as against Rs. 3549.17 ana in 1999-00).

Due to the incident in the United States on the 11th September, 2001 the overall combined seat load factor of all the operators declined to 53.2% in September, 2001 as against 57.3% in the previous month. Tbc -at load factor

of Indian Airlines during September, 2001 was 56%—highest amongst the three domestic scheduled operators.

(c) Indian Airlines has been taking steps and working out the strategies from time to time, on an ongoing basis, to improve its operational and financial performance. This is a manifested in turn around made by the Company in 1997-98 after continuous losses for 8 years from 1989-90 to 1996-97 due to reasons beyond its control like grounding of A-320 fleet, merger of erstwhile Vayudoot Open Skies Policy etc.

— The various marketing initiatives and other innovative measures taken by the Company to improve capacity utilisation, including On-time performance and maintaining market share include the recent "Flexi-fare" policy, Holiday packages, FFP, corporate Deals, enhancement of standard of customers services etc.

— The company has been inducting capacity in consonance with the market demand and to meets its growth target. The lease of two A-300 B4 aircraft renewed for another 3 years till May/ June 2003 and two A-320 aircraft inducted on lease April/May 2001. Four more A-320 aircrafts would be inducted on lease in second half of 2001-02.

— Government has decided in principle to infuse Rs. 325 crores as equity in the form of margin money for acquisition of new aircraft.

Introduction of Sky Marshals in domestic Airlines

144. SHRICP.THIRUNAVUKKARASU:
SHRIK.M.SAJRJLLAH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have any proposal to introduce Sky Marshals in' domestic Indian Airlines; and

(b) if so, whether this will be extended to private airlines for the safety of passengers?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) and (b) Sky Marshals are already being deployed on randon basis both on Indian Airlines flights and in other scheduled private airlines operating in India.